



1992 - 1



The Journal of the Ships-In-Bottles Association of America

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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The Bottle Shipwright

Volume 10. Number 1.

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Regular Features.

FROM THE PRESIDENT.
ALL HANDS. - Frank Skurka.
FROM THE MEMBERS.
FROM THE EDITOR.
LET GEORGE HELP YOU DO IT, -
--George Pinter.

ON THE COVER.

The "Star of India" by Bill Westervelt. in a 1000 Watt light bulb.

Jack Hinkley's "U-2" or "Old Dumpy" as he likes to call it.

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prez sez...

...ATTENTION ON DECK ! THIS IS THE CAPTAIN !!



THAT IS ALL !

Chris Weir is a long time member of our Association who lives in Jabalpur in Central India who learned to bottle ships through the guidance of the legendary Jack Needham in England. Chris's health began to fail as he went through the transition from military to civilian life, to the point that even his eyes were affected. Hearing from him this week (Feb. 1992) that he is about to begin bottling ships again will be great news to his friends all over the world. Welcome back Chris, we are elated that you are once again about to HIT THE BOTTLE. For you bottlechop collectors who would like an authentic model created in India. Write to Mr. Chris Weir, Mangalam, 640/1 Denning road, South Civil Lines, Jabalpur, India 482001. and make arrangements with him to call you one.

HIT THE BOTTLE

Jack

FROM THE EDITOR-----

Ray Handwerker

Material for the Editor should be sent to-----5075 freepart drive
springhill, fl. 34605



Yes, the front cover is different. I thought it was time and it will make it easier for me as it will now accommodate some of the larger photo's I receive from time to time.

You will notice, further on in this issue, the letter from Holland. My congratulations to our fellow builders in Holland for their foresight. First the Japanese now the Dutch. Makes me wonder where our priorities are. Reminds me of a story about four people named everybody, somebody, anybody, and nobody. An important job needed to be done and everybody was sure that somebody would do it. Anybody could have done it, but nobody did it. Somebody got mad about that, since it was everybody's job. Everybody thought anybody could do it, but nobody realized that everybody wouldn't do it. The result was that everybody blamed nobody when nobody did what anybody could have. (Think about it)

Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

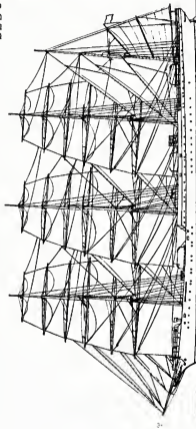
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Bert W. Fleck, 3800 Shadowhill Dr. Santa Rosa, Ca. 95404.
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Thomas E. Ingram, 7647 Aberdeen. Prairie Village, Ks. 66208.
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Paul E. Koehler, 1346 Fillmore St. Philadelphia, Pa. 19124.
John London, 3434 E. Indian School Rd. Phoenix, Az. 85018.
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Ronald F. Marston, 167 The Esplanade, Mt. Pleasant, Western Australia, 6153.
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Phil Roberts, 4411 Currie Ct. Forest Park. Ga. 30050.
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David E. Sundberg, 4204 22nd Ave. S. Minneapolis, Mn. 55407.
George A. Toes, 1700 E. Lakeside Dr. # 15, Gilbert, Az. 85254.
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Warde K. Yamamoto, 2266 Pacific Mts. Rd. Honolulu, Hi. 96813.
Dominic F. Zinnie, 4970 Pin Fish La. St. James City, Fl. 33956.

ADDRESS CHANGES.

Eric A. Lundberg, 20034 Frederick Rd. Apt. 22 Germantown,Md. 20876.

THE ANNUAL DUES WILL BE DUE WITH THE NEXT ISSUE (A REMINDER).

SED0V



V.L.-89



THE SHIPS IN BOTTLES ASSOCIATION OF AMERICA

Don Hubbard, Corresponding Secretary/ Associate Editor, Bottle Shipwright

P.O. Box 180550, Coronado, CA 92178 USA

12 January 1992

Postmaster General/US Postal Service
Chairman, Commemorative Stamp Selection Committee
475 L'Enfant Plaza W., S.W.,
Washington, D.C. 20260

Dear Chairman:

In keeping with your recent fine commemorative stamp series on lighthouses, American Indian headdresses, fly-fishing feathers, etc., I would like to suggest a series featuring that most nautical decoration, the ship-in-a-bottle.

The Ship-In-A-Bottle is one of the most decorative and evocative reminders of our American maritime and its link to the fog'side hands in our early sailing fleets. These men, who often spent months or years at sea carrying the nation's commerce or expanding its fisheries, filled the monotonous hours off duty working on these small glass-enclosed vessels. Early ship-in-bottle models are now mostly found in marine collections in museums, but the art is not dead. In our country The Ships-In-Bottles Association of America carries on and promotes this venerable tradition. There is also a European organization, one in Holland, France, Norway and Sweden, as well as another large one in Japan.

To illustrate the beauty of these models and their suitability for a stamp series I have enclosed some photographs of recent models made by some of our members. Because you may also want to think of a Christmas stamp with this motive I have enclosed a card I made to sent to friends.

I think that you will agree. The ship-in-bottle offers an opportunity to produce a very handsome series of stamps which should help promote a strong national feeling for our nautical heritage. I would suggest that National Maritime Day (May 22) in the year of issue would be the appropriate time to issue such a stamp series. Incidentally, if you should wish to use antique models for the stamps the best collection of original ships in bottles now belongs to the South Street Seaport Museum in New York. I am certain they would be happy to allow your artists to reproduce the models in their collection.

I hope you have enjoyed the photos and the card, and that you will give strong consideration to this proposal. I have enclosed a self-addressed stamped envelope for your convenience in returning the enclosed materials. If you would like to discuss this with me directly my telephone is 619/435 3555.

Most sincerely,


Don Hubbard,



AND SPEAKING OF STAMPS



The bottled stamps alongside were sent by New Zealand member Roger Carter. Roger noted that I live in Coronado, California, which is part of the San Diego complex of towns. Coronado is also host to the New Zealand America Cup team, and so has acquired the nickname, *Kiwiana*. Thanks Roger for another great set of New Zealand nautical stamps!

NOTES TO THE MEMBERSHIP CHAIRMAN

The Membership Chairman receives a lot of information about the eorings and goings of the Association membership when the letters arrive containing dues checks and such. Since much of this correspondence is of interest to the membership as a whole, I thought it would be worth compiling the information periodically and getting it into *Bottle Shipwright*.

From Richard Hatzler: I am a self taught ship-in-bottle builder who enjoys micro SIB building (1/4" to 1/2"). Airplanes (they're ships too) in bottles, and a built a fully detailed Chrysler 441 cc 1975 Dodge engine in a bottle. That one took me 50+ hours to complete.

From Wahi Jacobs: "Ships-in-bottles" well the interest pre-dates my junior high school days! I probably was "slaving" my way through long division about the time I tackled a bottled boat. I remember it well, as they say!

I had sanded and painted a small sail boat, probably of some design "lifted" at the yacht basin in San Francisco, where, at that time, the family lived.

The sailboat was designed to fit into a "bluing bottle", really all that was available around the house. In our household, at that time, spirit bottles would have "went over" like a lead balloon! So a bluing bottle it was. Very small neck, but no matter the job proceeded. Parts were fitted into cramped quarters, actually the hull was made in two longitudinal sections fitted back together inside the glass container ... etc. But the interesting part of this *yum*.

Nothing was at hand that I could use to simulate the ocean. Mom to the rescue. "How about using a little flour and water. When it dries you can paint your sea blue-green! Well, that had to be the answer. Away I went, adding the sea inside the bottle. Then placed and glued the two halves of the pre-finished boat hull. Set the mast, unfurled the paper sails and dozens of little chores, set the cork in place ... presto, my first boat in a bottle.

It had a place, sort of the high altar of my bedroom. I shared quarters with a swell younger brother. He is 65 now and, of course, still "swell"! The place of honor, a shelf where sun during the day, and the light from a great lamp at night illuminated the scene. But after the next few days events, only known to us from ancient seafarers tales began to unfold! School and other fun packed events seemed to melt the days away. During the next couple of days that flour and water, in an enclosed environment, hatched, mold spores, and my nice blue-green sea began to grow mold on its surface. It engulfed the tiny craft, over the hull, up the sails, then God spoke!

"Take that ship model of yours outside!" Dad would always say, "Take it outside". Whatever it was, "Take it outside" was the death warrant!

Well, I never took the time to build another, but its always been a part of me ... kinda like liking girls, I guess. Here's my 15 bucks and I'll take my chances.

Member Russell Rowley sent the following article which he extracted from the 1942 edition of Cornell's *Sea Chest*. He suggests that it opens the doors for an innovative ship builder to come up with an authentic looking bottled model.

RAFT SHIPS

by Coley Taylor

How would you like to cross the Atlantic on a raft? This isn't an academic question, for in times past that was done by American sea dogs. Unfortunately we do not have complete records about such voyages, but they were certainly among the most heroic of sailor's adventures.

Historians have noted that North American pine was used for masts and spars by the British Navy in pre-revolutionary years. Naval stores, including timber, was an important colonial export to the mother country. But seemingly few historians wondered, or at least troubled themselves to find out, how these great masts and spars were delivered to British ship builders.

In his fascinating, rambling collection of historical curios, *Annals of Old Philadelphia* (1830), J. F. Watson noted that logs were rafted across the Atlantic from Philadelphia to British ports, and that these rafts were constructed in the form of ships.

"In early times they used to construct at Philadelphia great raft ships, of much larger dimensions than the late renowned ones from Canada, called *Columbus* and *Baron Renfrew*, and which in the present day have been regarded as nonpareils. A little before the War of Independence, the last raft ship was built and launched at Kensington. Our great raft ships were generally constructed for sale and use in England, when our timber was more plentiful and cheaper. They would carry off 800 logs of timber, competent to make six ships of 250 tons each. An eye witness, who saw one of these mammoth fabrics descend to her destined element said the bent and twisted much in the launching, but when on the water looked to the eye of the beholder much like another ship in form, etc." In a footnote to the 1830 edition, after his mention, he stated, "One was launched in 1774-5 at Slater's wharf, a little south of Poole's bridge, and was navigated by Captain Newman."



Artist's Rendition of a Raft-Ship

the largest ship ever built, being upwards of five thousand tons, and double the measure of an ordinary channel, because of her great draft of water, undertook to carry her around the Goodwin Sands, where, being unable to beat up against the strong north winds, got her ashore on the Flemish Banks, near Gravesend, where she was broken up by the heavy sea. Nearly all her cargo was saved. Rafts of great size were made from her lumber, and sawed into France and into the River Thames. On top of one of them, which was being towed to London, was the foremost spar of this mammoth ship being a single tree ninety feet in length, and was there regarded with great admiration, as a noble specimen of our American white pine.

Whether this *Baron Renfrew* was the raft ship launched at Slater's Wharf, Philadelphia, Watson does not say. It may have been an entirely different one. *Baron Renfrew*, it is interesting to note, was the title used by the Duke of Windsor when he visited Canada and the United States unofficially when Prince of Wales.

These items of information about the colonial raft ships raise many questions that future research may answer. When did this practice begin? England began buying masts and spars regularly from the American Colonies in 1652, according to Albion's *Forests and Sea Power* (Harvard University Press, 1926). By 1654, New England *travels* began to appear with greater regularity. "Some of the first to arrive," says Albion, "is the regular supply from Pequiqua were installed in the great new *Nasby* which, renamed, the *Royal Charles*, was the principal flagship in the second Dutch War and was carried off in triumph by the Dutch in 1667."

Albion quotes from Strachey's *History of Travels into Virginia* to show that "probably the first cargo of masts if not of timber of any kind, from the colonies was a cargo of 'fower-score' masts from Virginia in 1609 in a 'ship of three hundred tone called the Starre (scut further . . . upon purpose) fitted, and prepped with scupper holes : 'take in masts'." Albion points out that special "mast ships" often built in the colonies, were the usual carriers of the timbers. These were not raft-ships. "Occasionally," he says, "great lumber rafts, shaped like a ship were sent across the Atlantic." The ordinary "mast ship" he describes as "usually of four or five hundred tone, and sometimes a thousand, they had a capacity ranging from forty to a hundred masts with many yards and spars. These mast ships, unlike the little old Baltic 'tramps' were the regular 'liners' of New England, bringing passengers, troops and mail, and later, tea. The arrival of the 'mast fleet' was an event of note in colonial journals."

The practice of rafting logs across the Atlantic under sail may have prevailed for nearly a hundred years. It is just as possible that raft-ships were not in use for so long a period. Leslie C. Wood in his *Rafting on the Delaware River* (Livingston Manor, N.Y.) states that "Admiral" Danila Skunser's raft, in 1764, was the first to go down the Delaware. Unless the Philadelphia raft-shipwrights obtained their logs elsewhere, this would indicate a possible ten-year period for Pennsylvania rafts. What a mighty sea epic there may be, if all the unknown material can be discovered. Is there in manuscript form anywhere in some private collection a log of one of these voyages?

How were the raft-ships rigged? Presumably they used the various rigs of the period. How large a crew was needed? How long did the voyages take?

These colonial raft-ships are a fascinating matter for thought and speculation and research, really staggering the imagination. A ship of that kind, larger by far than any ship of the period, or even the largest ships of the day, must have been very cranky in work, to say the least. Heavy in the water, they must have needed to crowd every inch of sail to go even a few knots. The voyages must have been months long, trying, demanding the most skillful seamanship from captain to cabin boy.

So there you have it going. What did the raft-ships they look like and how do you put one in a bottle? And don't use all of the toothpicks in the kitchen!

SHIP NEW YORK JULY 4, 1992

A fleet of flat-bottomed Dutch vessels, about 20 traditional ships, will represent the Netherlands during Independence Day on July 4, 1992. With a fleet of 40.000 ships, Sail New York will be the greatest nautical happening of this century.

The top of the show will be a parade of ships of 20 different countries, among which 60 tall ships.

The Dutch fleet will sail in the immediate neighbourhood of the replica of the "Halve Maan", a Dutch East Indianman, with which

ship captain Hudson explored the river, which was called after him. King Carlos of Spain and President Bush will take the salute. After three days in New York the ships will make a so called reconciliation trip, a reconciliation between the settlers and the Indians. During this trip, which will take about a fortnight, the ships will touch at old-Dutch places, like Albany (Beverwijk), Saugerties (Hagertjes) and Nyack (Nieuwe Ark). There has always been a friendly relationship with the Indians and that is why some descendants of the original tribes have been invited.

Old Dutch ships are unique in America. Apart from the pleasure it is also a promotion of the Netherlands with the largest harbour in the world Rotterdam.

The ships will be transported on a container-ship. Price of the trip to and from New York is approx. US\$ 1000,- per running meter including insurance and two air tickets for the crew.

If more flat-bottomed ships will participate, then the ships will cross the ocean on a special dock-ship.

NEW YORK, HERE WE COME!



HOLLAND

Bob de Jongste,
The Hague, Netherlands,

HOLLAND



A Schooner

SCHOONER (Du. schoener, Germ. schooner, Dan. skonnart, Sp. & Port. *sacaña*) all possibly deriving from the Scottish verb "to scon or scoon", to skip over the water like a flat stone. An alternative source for the name is said to have come from a chance remark "there she scoons" from a spectator at the launch of the first vessel of this type at Gloucester, Mass., in 1713 and there is some evidence that the type originated in North America and most probably at Gloucester.

Whatever the origin of the name, a schooner is a vessel rigged with fore- and masts on the two or more masts and originally carried square topsails on the foremast, though later, with the advance in rig designs, these were changed to jibheaded or jack-yard-topsails. Today the small schooner yachts normally set Bermuda sails and thus have no topsails. Properly speaking, a schooner has two masts only, with the mainmast taller than the fore, but three-masted, four-masted and five-masted schooners have been built, and one, the THOMAS W. LANSON had as many as seven. They were largely used in the coasting trade and also for fishing on the Grand Banks off Newfoundland, their attraction to owners that they required a smaller crew than a square-rigged vessel of comparable size.

This beauty is an ideal start for the beginner! Good luck!

Bob de Jongste

9.

Netherlands.

Flessenscheepjes



Museum

Sieyang Flessenscheepjes Museum

Correspondence:

Dip J

1607 GZ-Huizen

Tel. 01180 1 77 62

Fax 01180 1 25 55

Bulk Inquiry: 01180 1 25 55

Postbus nr. 36 30 11

Spartakw West Friesland 01 36 18 437

Ships in Bottles
Associaten of America,
P.O. Box 18550,
Coronado CA 92178,
U.S.A.

Enkhuizen, January 18th, 1992.

Dear Mr. Hubbard,

We are very proud to inform you, that at last there will be established a museum for ships in bottles in the Netherlands!

In the harbour area, within 50 meters from the famous Brouwerij Tower, and very near to the historic buildings, originally used by the East and West Indian Company, now being used by the Zuiderzeemuseum, the museum will be housed in a building, which is called "het Spuihuysje". (Sluice-house).

This house was built between the year 1600 and 1630 on top of a sluice-gate. This sluice-gate was the replacement of an other - sort of - sluice-gate built in 1361, at the time the first inner harbour was digged. This sluice-gate was the entrance to the former Zuiderzee.

Enkhuizen, historic jewel at the IJsselmeer, the former Zuiderzee, dates from the year 1000 and got city rights in the year 1355.

The dikes and walls protected the city from the sea and high spring-tide and - not to forget - from many enemies, who wanted to conquer the prosperous city of Enkhuizen.

After a period of 3 months of internal rebuilding and furnishing of "het Spuihuysje", the museum will be open for public. When one of your members happens to be in the Netherlands at that time, he or she, of course, is very welcome to visit us and have a look in the museum.

Our museum would very much appreciate to cooperate with you in the way of exchanging ideas for theme-exhibitions and other advices.

Our museum would be very much interested in various ships in bottles, built in your country, in order to realize a special exhibition-theme. Perhaps you would be prepared to stimulate your members in that direction.

./.

10.

Het museum is gevestigd, in het "Spuihuysje" aan begin 17e eeuw

Zakelijk 1 1607 GZ-Huizen Tel: 01180 - 1 85 81

BT-afdeling is gevestigd in Postbus 18550, Coronado CA 92178



Conservator: J. Vossen, Amsterdam Tel: 020 - 4 13 82 58



page 2 of letter to SIRA of America, dated January 18th 1992

Members, who are willing to participate in such a theme-exhibition are kindly requested to contact Jan Visser, the curator of the museum, tel. 31.20.6136256 or Jan Metteling tel. 31.2260.17762, chairman of the Board of the foundation or send a fax message to 31.2270.13.555.

Further we would like you to know, that, of course we are prepared to promote your Association and to offer and hopefully sell "The Bottle Shipwrite" to the many of thousands of visitors to the museum.

Furthermore we would like to make the suggestion to use our museum as a "Meeting Point" for an international meeting or other meetings. Enkhuizen has enough possibilities to receive and entertain groups of people. We herewith kindly offer our assistance for making such arrangements.

We kindly request you to announce the opening of the museum and to provide the other information in the next edition of "The Bottle Shipwrite" or simply place a copy of this letter in the next edition.

Thanking you very much for your help and cooperation and hoping for a fruitful and beneficial relationship in the future, we remain, with kind regards,

Yours sincerely,
STICHTING
FLESSENSCHIEPES MUSEUM


J.N.I. Metteling,
Chairman of the Board



LET GEORGE *help you*
DO IT

For assistance---- Write to:
O.Pinter 190 Elm St. Halifax, N.S. 02138.

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

A recent letter concerned a member's unsuccessful attempts to locate a particular book. I can sympathize, over the years I have on several occasions searched for a desired book. The quest may be successful or fruitless (weather or not you find the object of your search seems to be as much "luck of the draw" as anything else. An example of this is a book I finally found after looking for over ten years. (Being a hard headed Hungarian I do NOT give up easily)

Part of the problem we are faced with concerns government tax laws. (Alex correct me if I am wrong). Some years ago the U.S. Government began imposing a tax on all unsold books held in publisher's warehouses. Since thousands of volumes on hundreds of subjects are printed each year this could mean tremendous tax payments for the publishers. The result of this is that the publishers divest themselves of unsold copies as quickly as possible. Thus a new title becomes obsolete almost immediately.

Scanning lists of books currently in print may not show the title you desire even if the publication is not too old. As you can imagine, the longer a book has been out of print the harder it is to locate a copy. Unless the book you seek is a new edition, going to most bookstores is a waste of time.

Sometimes privately printed books are available for longer periods of time, since the authors have copies available directly from their stock. (examples of this are the books by Don Hubbard and Leon Labistour).

So what can you do? We will explore several options you may check. First are the used book dealers located in just about every city of any size. Locate them in the yellow pages under Book Dealers. (I am not referring to the paperback book exchanges that seem to be proliferating all over the country). Dealers in rare books and book search dealers are an important source. The former are specialists in rare, old, and out of print books (often at premium prices). The latter specialize in searching for old books through a regular network of similar dealers.

Book search dealers are located in most large cities, and can be located through the yellow pages. Many also advertise in national publications such as Yankee magazine, Popular Science, and others. Your local library may have a listing of rare/used book dealers. Many used book dealers also conduct book searches. Here's how that works:

My local book search submits an advertisement for several books desired by customers. All the dealers who read this, check their stock of used books. My dealer may receive two responses to her ad, one from Idaho and the other from Maine. She calls me and says "I have found two copies of ----- One is in mint condition with a mint dust jacket, the price is \$37.00. The other copy is in good condition with some tears in the dust jacket and a few pencilled notes in the margins, this one costs \$12.00." After considering it and looking in my wallet, I opt for the cheaper copy. My dealer then calls the proper dealer to place the order.

When it arrives, I pay \$16.00. That's \$12. for the book plus \$2. finders fee to my dealer and \$2. shipping.

Another option is companies such as Publisher's Clearing House who buy up quantities of those books the publishers want to get out of their warehouse. These clearinghouses generally print catalogs of what is available, and generally the selections are limited to more recently published books.



(Book Search continued)

Some publishers such as Dover Books specialize in re-printing out of print books. I have not seen their catalog in several years, so I don't know what is available. If you write them they will send you a current listing.

Most antique dealers have a few old books, and some specialize in old books. Since antique dealers often buy up entire estates, you never know what will turn up in their shops.

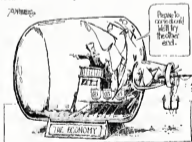
Flea markets are another source not to be overlooked. All sorts of stuff for sale and they often have book stalls as well.

Still another possibility may be your local newspaper. Many papers have a daily/weekly column, The Problem Solver. It contains all manner of requests for help or information. If your local paper runs such a column, give it a shot. It may be worth the cost of a stamp to make your needs known.

And, finally, as a last ditch effort, you may want to contact an author directly. One never knows what may come of this. You can probably contact an author through his publisher.

As you can see, there are several avenues of investigation in the search for old books. I think the common mistake most people make is going directly to a large well lit book store in a mall who sells only the latest literary offerings. Look for the dark, crowded non-descript little shops on the side streets. You will have better luck.

Old/used/rare/out of print books CAN be found. It takes a lot of investigation and a LOT of patience. Do not be discouraged.



Courtesy of Fatuxent Publishing Co. Northeast Times Booster.



Letters
from the members

VIDAR LUND, of Oslo Norway and CHARLES RAND of Charleston South Carolina have once again come to my rescue with the plans of the four masted barque SEDOV that appear in the beginning of this issue. Her history is as follows: The SEDOV is the worlds largest sailing ship. She was built as the MAGDALENE VINNEN (2) for the P.A. Vinnos Co. Bremen in 1921. She was built for and engaged in the grain trade from Australia and South America. Sold to the Norddeutscher Lloyd, Bremen, in 1936 and renamed KOMMODORE JOHNSON fitted as a cargo carrying training ship. During the second world war she carried on her duties as a training ship in the Baltic Sea. After the war she was taken over by the Soviet Union (as was the Padua, renamed Krusenstern) and given the name SEDOV. She was refitted as a pure training ship.

She has been laid up for long periods of time, but has appeared frequently in European waters during the last years, and has taken part in the OP Sail events.

The Magdalene Vinnen was a three-masted ship, but as SEDOV the poop deck was extended to form a very long poop deck with the former Livar-pool bridge. This increased her gross tonnage by approximately 150.

Length o.s. 117.5 m (385 ft) Hull-109 m (357 ft) between PP 100.2m (328.9 ft) Beam-14.6 m (48ft) Depth-8.1m (27 ft).

Tonnage; 3476 grt as built in 1921, 3620 grt as the SEDOV and 3017 grt as a cargo carrier.

[Ed. note- I have received a few inquiries as to the color scheme on the plans I have been including in these issues of the Bottle Shipwright. I can only tell you that I don't know. Perhaps a letter to Vidar Lund, FLASKEKUTEFØREREN AV 1978, P.O.Box 893 Sentrum, N-0104 OSLO 1 Norway, will bring an answer to your question.]

JACK-Kai-Cho-HINLEY, received in his letter from CHRIS NALL of India, the solution to the mystery on page 25, issue No.3, Vol.9. From deep in the heart of India Chris writes, "The brass work is similar to ones made in this sub-continent, in a place called MOWADABAD where they once used dimple bottles in brass. In BAREILLY and LUCKNOW (India) they once used dimple bottles in silver. These are used as decanters especially affluent Muslim Nawabs. The old Muslims called it a Madira (wine) bottle (pronounced battal). Thanks Jack and you too Chris. Jack, I hope by now you are over your house arrest for Bronchitis. Being a sufferer myself I can sympathize. Nancy just got over it, her first case ever. If you have looked at the back cover, you now know why I wanted the copy of your D-2 drawing.

BILL JOHNSTON, Woodcarver, and Editor of "Chips and Quips" The monthly newsletter of The Penna. Delaware Valley Wood Carvers sent in the photo of a SIB he built and donated to his WW II ship's reunion recently in New Orleans. He named her " Dixie Pride " and it was raffled off. It managed to raise enough money so that the reunion committee finished up out of the red. It was won by a fellow who had enlisted in the Navy stayed in and retired as a Commander. Well done Bill. And thanks for the offer of using articles from you newsletter.



The "Dixie Pride" by Bill Johnston.

Nice Base Bill, but then I should expect that from a wood worker/carver.

JIM DAVISON of Royal Oak Michigan sent in the following photo that he took in a nearby Detroit suburb (Plymouth) It shows the type of model ship building done in Michigan in January. Now some of you may think that because I live in Florida, that I don't know what material the ship is made of. Your wrong, it's ICE. And boy would I like to build a Martini around that, " Bartender hang the expense, throw in the whole jar of olives ". Jim, keep up the good work with the patches.



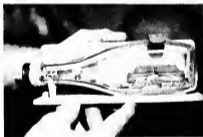


BILL WESTERVELT, of Hampstead Maryland, wrote to let us in on a source of bottles. A glass bottle maker who uses glass tubing for the body of the bottle then adds both ends. This is lab quality glass, clear with no distortion. Tubing sizes are (in millimeters) 100mm,110, 120,130,140,150, and 176mm. These are outside diameters. You may order any length you want, to which he adds the ends. You may also specify the neck size, and he is accurate with his sizes. He charges about \$45. per bottle but now you can order the bottle to fit the model, instead of worrying if the model will fit the bottle. Bill says if you write and don't get an answer right away, don't worry as he does a lot of international traveling. Write to:

FRANK VAN DANNE
228 SMITHFIELD DR.
BLACKSBURG, VA. 24060

Bill also wrote to correct a few mistakes about him in the "ALL HANDS" column. He is still working as a machinist at Ward Machinery. And he got out of the Navy in 1956, not 1965. Oh yes, and he now has 15 not 14 grandchildren. Bill, the holidays at your house if the whole family gets together must resemble a chinese fire drill. Thanks for the input and update.

C.L. (DOM) BRADLEY, of Morton, Illinois, sent in his version of "Noah's Ark" and also an address to write to for members looking for a specific



picture of Naval Vessels. Write to:
Chief, Still Pictures Branch (NMSP)
National Archives & Records Administration
Seventh & Pennsylvania NW.
Washington, D.C. 20405-0001
for pictures prior to 1982.

BOTTLING THE USF CONSTELLATION

by Paul Weidner, Canabury, FL

A few years ago, Bill Westervelt and I spent some time aboard the USF Constellation, and of course, the conversation turned to putting her in a bottle. I had already obtained a book and plans for her, so when Caroline and I returned home I began to study the ship and plan how to bottle her. I was born and raised in Baltimore where Constellation is home ported, so over the course of time I have gathered quite a few slides of her. As a result of all this I commenced building her in June of '88. I spent one to two hours each morning and finished the work in February 1990.

As far as detail is concerned, she is complete down to her ship's bell with a brass bell. Her deck guns are metal, mounted on wooden carriages with four wheels. She carries four boats which are themselves complete down to the seats, oars and masts. The protruding guns on her gun-deck are metal and have hollowed out barrels. She is displayed on a stand resting upon an 1812 American flag in a three-sided pinch bottle. I made my share of errors in just about every phase of her building, but in turn received an education in problem solving. Perhaps the biggest problem was how to keep her from deteriorating due to constant handling over the long period of time taken in the building. But, thank the Lord, she is in the bottle and the cork is sealed.



Constellation on the work stand before rigging.



Views of Constellation in a vertical pinch bottle.



calling **ALL HANDS**

by
Francis J. Skurka

RAYMOND (RAY) HANDBERGER JR.

Ray was born in New York City, New York, USA, on March 8, 1940 and was raised in Corona and Astoria in the borough of Queens where he graduated Jamaica High School in 1958. Shortly after graduation, he and his family moved to Long Island to the famous "Levittown". He went to work for Kollman Instrument Company in Syosset, Long Island, as an instrument inspector/technician working on aircraft cockpit instrumentation, missile tracking systems and other aviation/aerospace instruments. After three years, he was laid-off due to cutbacks in defense spending.

Joining the Nassau County Police Department on 7 July 1965, Ray spent the next 20 years with the Department, retiring to the day (7 July 1985) of his appointment. During this period, he attended Nassau Community College and the New York State University at Farmingdale, where he completed several courses in Police Science. Most of his years with the MCPD were spent as a highway patrol "Super Trooper" (known locally as the "Bad Man Bear"). The newspaper "Newsday" wrote an article about Ray and his partner, which reported that they tested over 5,000 drivers and made over 1,600 arrests, mostly for DWI (Driving While Intoxicated). Newsday also wrote "they have to have no hearts, all Super Troopers have to have them surgically removed before they work the big road" (Long Island Expressway - LIE, one of the most heavily congested highways in the world). The LIE has one of the highest serious accident rates in the United States. Like most of their kind, Ray moonlighted at all sorts of jobs: Security guard for Pickerton, part-time croup for Sonoma Steak House, projectionist in a movie theater, assistant veterinarian and automobile engine mechanic. He also was a general contractor doing home improvements such as window replacement, aluminum siding installation, roofing and associated work. Currently "semi-retired" in Spring Hill, Florida, he still works at jobs that strikes his fancy, but "doesn't do windows and doesn't do taxes -- doesn't own a lawnmower".



Ray's wife, Nancy, a registered nurse, does home health care when she's not looking after "my crazy husband who puts ships and soccer in bottles". Ray has three children: Kurt Michael (23), Patricia (29) and Raymond Louis (18), father of two boys and a girl. He keeps an African green parrot "Skipper" who whistles "Dixie", which greatly pleases his southern neighbors (see photo) and a 17 year old English Setter. An avid hunter, he belongs to a hunting club and hunts in New York State (bear and deer) and Tennessee (wild boar, deer, quail and turkey) -- only edible game. An organic gardener, he grows vegetables and flowers. Ray also is a collector of old movies of Humphrey Bogart, James Cagney, Laurel & Hardy, etc. and old records (long playing) of the big

bands: Harry James, Tommy and Jimmy Dorsey, Glenn Miller, Charley Barnett, etc. He says, "Like all ship bottlers, I collect junk".

As a youngster, Ray modelled airplanes until 1948, when his father took him to see the sad sight of the luxury liner "Normandie", a burned out hulk, laying on her side along side a Hudson River pier. From then on, he worked on ship models. In 1968, while on highway patrol duty, he was rear-ended and wound up in the hospital. He was gifted with a copy of Jack Woodham's book "Modelling Ships in Bottles" and has been at it ever since. He was a plank owner in the Long Island Chapter and helped to promulgate "the national judging standards for excellence in ship in a bottle construction". At the Long Island Military Miniature Society Exhibition in August, 1985, he won the "roy ship in my setting" trophy for his diorama of a New England lobster boat at the dock being prepared for sea. The planked dock had one millimeter planks and a load of gear -- traps, boughs, lines, etc. The boat is completely outfitted with a miniature crew and is in a Square Mister Boston Bottle with a deep blue cast resin sea. This was the first time that an event of this kind was held in the New York/Long Island area. He has a 50 year supply of empty bottles.

Ray feels that ships in bottles are fine, but scenes, telling a story, are more interesting and more challenging to model. "The more you look the more you see". He says they also have a far greater appeal to a wider audience. He models in extreme detail and uses lots of innovations. Preferring casting resins for water (sea), he models with inspiration from real life, artists' paintings, prints, photographs and a certain creativity. For family and friends, he produces "family portraits" such as a diorama of a friend on a golf course, his kid (the caddy) and the wife standing by sipping the family's favorite cola. The golf cart has the family business logo on it. This is a unique concept to say the least.

He succeeded the able Alex Bellinger as editor of this journal, when Alex stepped down, because no one else volunteered and he wanted the organization to carry on. Always promoting the art, he feels there should be more exhibitions, more competitions and greater exposure by increased public activity by the members. Living near the Wickie Watchie Tourist Attraction (bird shows, river cruises, famous mermaid show), Ray hopes to win the lottery and open up a ship in a bottle museum as a similar attraction. A nice dream! I can certainly testify to the fact that Ray has worked diligently to improve the quality of the Journal and preserve the continuity of the organization. "Three cheers and well done".

(continued from the members)
C.L.DON BRADLEY also sent in the address if you are seeking a picture of a Naval Vessel never than 1982, Write to:
Department of Defence
Still Media Records Center
Code SMRC Building 168
Anacosta Naval Station , Washington, D.C. 20374-1681.
Attention: Mr. Chuck Porter.



Arna Christi - 1850

Right - From Des Newton, Merseyside Maritime Museum, Liverpool, England. Des' job belongs in the all-time good deal category. He is the *ship-in-bottle* demonstrator in the Merseyside Maritime Museum where he has been employed in this art since 1984. Since that time he has had "the honor to make models for such notable people as HRH Prince Charles, Princess Margaret, Lord Lewin and Lord Newborough." He has also appeared on some 20 television programs including those in France and Italy. To quote him on the latter, "I hope that as a result of these I have been able to encourage the Craft." No question about that and thanks from us all.

Des adds: "I don't know if you are aware, but the 1992 Tall Ships Regatta finishes in the River Mersey next August 12th followed by the Grand Parade of sail on the 16th. If any of your members are coming to Liverpool they will be assured of a warm welcome. Some of our prize exhibits include a propeller from the R.M.S. Lusitania, a 20" model of R.M.S. Titanic, some 30 of the best Napoleonic POW models, 2,000 ship models, 4 large vessels, many sailboats and an excellent records department where research can be carried out.

Left - Hans Fährlein of Germany sent this picture of an old German bonded crucifixion scene, built in 1850. A marvelous piece of work, probably built by one of the monks in a monastery. As with seamen, monks led an isolated life with plenty of spare time to devote to bottled works.

From Bill Johnston: His World War II ship had a reunion in New Orleans last year, and as a fund raiser Bill donated a ship-in-a-bottle. The jug was raffled off and brought \$448.00, the deciding factor to bring the reunion committee out of the red. As an aside, Bill puts out a great newsletter "Chips & Quips" for the Pennsylvania, Delaware Valley Wood Carvers, a very active carving group. For anyone interested, club information can be obtained by calling (215) 663-9411, or write to Bill, 339 Summit Ave., Langhorne, PA 19047. Oh! And by the way - if you don't know how to carve but would like to learn, one of the finest books on the market is Bill's book, "The Beginners Handbook of Woodcarving". The book tells you everything you need to know about working with wood, and includes patterns for relief carving, carving in the round and for 9 common birds. Well written, and full of Bill's good humor.

Peyton Richardson - Corona, CA - Peyton has finished teaching 3 sixth grade classes the ship-bottling technique. The kids completed 85 models during this period. As if that wasn't enough he will be back at it again teaching 2 more classes of the same age group. Whow!



Des Newton at "work"



The Russian S.T.S. "KRUSENSTERN" during
a visit to Liverpool England. Sent by Des. Newton.





New Member Michael Phillips sent in this picture of one of the two SIB'S he has built so far.

Lower photo is Dez. Newton with some of his works. Dez. is one of our overseas members.





Steve Wilson sent in these pictures of the restored Presidential Yacht "POTOMAC". Built in 1934 as a Coast Guard Cutter by a Works Progress Administration crew in Manitowoc Wis. as the "ELECTRA". In 1936 it became the Presidential Yacht for Franklin Roosevelt. Thanks Steve, now lets see a copy of it in a bottle. Glad you got your first "Sloop" in a light bulb, you should like the one on the front cover by Bill Westervelt.



PRESS RELEASE:

February 21, 1992

**Model Ship Builder Symposium &
Manitowoc Maritime Museum's 15th Annual Model Ships & Boats Contest
August 1 & 2, 1992**

The Second Annual Model Ship Builder Symposium and the Manitowoc Maritime Museum's 15th Annual Model Ships And Boats Contest will be held in Manitowoc, Wisconsin on the weekend of August 1 & 2.

The Symposium will feature two speakers. John Hertz, modeler and noted author. He will have an interactive talk on some of the problems today's modelers face in completing a model. The second speaker is Dennis Moore, magazine author, modeler and IPMS National head ship judge. He will speak on the use of photo-etched material in modeling. A question and answer period will follow each session.

The Symposium will take place at the Inn On Maritime Bay in Manitowoc, Wisconsin on Sunday, August 1 at 1 p.m. A lunch will be served at 11:30 a.m. A banquet will follow later that evening at 7 p.m. The Symposium is hosted by Model Ship Builder magazine.

The 15th Annual Model Ships And Boats Contest, sponsored by the Manitowoc Maritime Museum, will also be taking place August 1 & 2. The deadline for entering a model is 1 p.m. on Saturday, August 1. Winners will be announced on Sunday, August 2. In addition to the contest, informal roundtable discussions will be held on Sunday. The museum is located next to the Inn On Maritime Bay.

For more information or registration, please contact Jeff Phillips, Model Ship Builder, P.O. Box 128, Cedarburg, Wisconsin 53012 or the Manitowoc Maritime Museum, 75 Maritime Drive, Manitowoc, Wisconsin 54220.

-30-

For more information, contact Jeff Phillips at 414-377-7886.



Dear magazine Editor:

Please post the following information with the "upcoming events" section of your publication.

R/C SUBMARINES IN ACTION!

A radio-controlled model submarine regatta will be held on Saturday, July 11th, 1992 at the U.S. Naval Submarine Base in Groton, Connecticut.

SUBCOMMITTEE ONE will be North America's first ALL-SUBMARINE event. Activities will include R/C submarine model demonstrations and competitions, surface and submerged navigation events, a display of both R/C and static submarine models, and an opportunity to talk with today's leading experts in the field of R/C submarine modelling.

This event is open to all submarine modelers. The public is invited. Refreshments, door prizes, vendors, and manufacturers will be on hand.

For registration information, contact the SubCommittee C/O Jerry Pavano, 17 Laurel Street, Manchester, CT 06040.

For further information, call David D. Merriman Jr., at (804) 468-4687.

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shades works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. One way to minimize these is to take your picture outdoors on an overcast day. Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.



THE SHIPS IN BOTTLES ASSOCIATION OF AMERICA

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Please fill in ink. You may photocopy for additional materials or contact the editor for additional forms.



Cut along dotted line

THE OSAKA SHIPS-IN-BOTTLES MUSEUM MODEL EXCHANGE

As we have mentioned in previous editions of *Bottle Shipwright*, the Japanese have established a ship-in-bottle museum as part of their new waterfront project in Osaka. The museum is being run by members of the Japanese Ships-In-Bottles Society under the leadership of their president, Juzo Okada.

Mr. Okada has also been appointed curator of the new museum and has put out a call for models from foreign builders to add to those built by his countrymen. To accomplish this, members of the Japanese Association are offering to exchange copies of the "Golden Ship" (illustrated below) for one of your own works. The "Golden Ship" is a symbolic ship model to the Japanese tradition, and well worth adding to your collection.

To arrange an exchange, please send your model to: **Juzo Okada, 39-1-1, Nagai-Higashi, Sumiyoshi-ku, Osaka, 558, Japan**, or you may write and ask for further particulars. Your model should be double packed in two sturdy cardboard boxes, and surrounded by shock absorbing material (unsalted/unopened popcorn works). Mark the outer box "fragile". You may insure it if you wish. Send it by "Sea Mail" and mark it as an "unsolicited gift". Of course, include your name and return address INSIDE as well as outside the package.

This is a great opportunity to have your model on display in a museum and to also obtain a fine piece of work for your own collection. Why not take advantage of it!!!



Above: A partial view of the models on display in the new Osaka Ships-In-Bottles Museum.

Left: One of the Golden Ships being offered by the Japanese Association in exchange for foreign models.

